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Agenda item 57 (a)
New Partnership for Africa's Development: progress in implementation and international support

Draft resolution submitted by the President of the General Assembly

Political declaration on Africa's development needs

The General Assembly,

Recalling its resolution 62/242 of 4 March 2007, in particular paragraph 5,

Adopts the following political declaration:

Political declaration on Africa's development needs

1. We, heads of State and Government, ministers and representatives of Member States gathered at a high-level meeting at United Nations Headquarters in New York on 22 September 2008 to address "Africa's development needs: state of implementation of various commitments, challenges and the way forward", stress that the high-level meeting represents a unique opportunity to strengthen the global partnership for development in Africa, which is pivotal to bringing Africa into the mainstream of the global economy.

2. We reaffirm the special needs of Africa as contained in the United Nations Millennium Declaration,[1] the Declaration on the New Partnership for Africa's Development,[2] the Monterrey Consensus of the International Conference on Financing for Development,[3] the Plan of Implementation of the World Summit on

[1] See resolution 55/2.
[2] See resolution 57/2.
[3] *Report of the International Conference on Financing for Development, Monterrey, Mexico, 18-22 March 2002* (United Nations publication, Sales No. E.02.II.A.7), chap. I, resolution 1, annex.

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Sustainable Development (Johannesburg Plan of Implementation)[4] and the 2005 World Summit Outcome.[5]

3. We recommit ourselves to reinvigorate and strengthen a global partnership of equals based on our common values, mutual accountability, shared responsibility and the determination to collectively act for our common future and to mobilize the resources, including human, financial and technological, required to end poverty, hunger and underdevelopment in Africa, with the explicit objective of turning existing commitments into concrete actions.

4. We commit to strengthening support for the implementation of the New Partnership for Africa's Development, which is Africa's overarching framework for socio-economic sustainable development in Africa, as well as for the implementation of national and subregional development plans and strategies.

5. We stress that eradicating poverty, particularly in Africa, is the greatest global challenge facing the world today. We underline the importance of accelerating sustainable broad-based economic growth, including employment generation and decent work, towards a vibrant Africa.

6. We reaffirm our commitment to address the special needs of Africa, a continent where, despite recent considerable improvements, the full and timely achievement of the internationally agreed development goals, including the Millennium Development Goals, remains elusive.

7. We commit to supporting the consolidation of democracy in Africa and assisting African countries in their struggle for lasting peace, economic growth, poverty eradication and sustainable development.

8. We underline that good governance at all levels is essential for sustained economic growth, poverty eradication and sustainable development. We welcome the progress many African countries have made with respect to implementing pro-poor economic policies, deepening democracy and protecting human rights. We stress the importance of African-led initiatives to strengthen political, economic and corporate governance, such as the African Peer Review Mechanism. We recommit ourselves to actively protecting and promoting all human rights, the rule of law and democracy.

9. We welcome the efforts of African Governments to mobilize domestic resources and attract private capital to finance the investments and expenditures needed to achieve their development goals. We underscore the importance of an enabling environment at all levels, which is vital for mobilizing domestic resources, increasing productivity, generating employment, especially for youth, reducing capital flight, fighting corruption, encouraging the private sector and attracting foreign direct investment, and in this regard we underline the importance of human, professional and institutional capacity-building for development.

10. We stress the importance of strengthening domestic financial sectors as a source of capital by making them inclusive, thus expanding access to financial services.

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[4] *Report of the World Summit on Sustainable Development, Johannesburg, South Africa, 26 August-4 September 2002* (United Nations publication, Sales No. E.03.II.A.1 and corrigendum), chap. I, resolution 2, annex.

[5] See resolution 60/1.

11. We underline the importance of increasing foreign direct investment into the extractive industries value chain as well as diversification in other sectors, in order to achieve higher levels of employment and facilitate the transfer of technology and knowledge.

12. We are concerned that, at the current rate, the commitment of doubling aid to Africa by 2010 as articulated at the Summit of the Group of Eight (G-8) held at Gleneagles will not be reached. We call for the fulfilment of all official development assistance-related commitments, including the commitments made by many developed countries to achieve the target of 0.7 per cent of gross national income for official development assistance by 2015, as well as the target of 0.15 per cent to 0.20 per cent of gross national income for least developed countries, and urge those developed countries that have not yet done so to make concrete efforts in this regard in accordance with their commitments.

13. We welcome the increased aid flows from new development actors, including some developing countries, global funds, the private sector and civil society organizations, as well as from innovative sources of finance.

14. We emphasize that debt sustainability is essential for underpinning growth, and underline the importance of debt sustainability and effective debt management to the efforts to achieve national development goals, including the Millennium Development Goals. Debtors and creditors must share the responsibility for preventing and resolving unsustainable debt situations. We note with appreciation the progress under the Heavily Indebted Poor Countries Initiative and the Multilateral Debt Relief Initiative, but remain concerned that a number of African countries are still facing difficulties in finding a durable solution to their debt problems, which could adversely affect their sustainable development. We therefore call for continued efforts to achieve long-term debt sustainability.

15. We recommit to improving the effectiveness of development assistance, including the fundamental principles of ownership, alignment, harmonization, managing for results and mutual accountability. We call for a continuing dialogue to improve the effectiveness of aid, including the full implementation of the Accra Agenda for Action by countries and organizations that commit to it.

16. We commit to promoting South-South cooperation and triangular cooperation, which have great potential to facilitate the exchange of successful strategies, practices and experiences. The impact of South-South cooperation may be further harnessed through synergies with other bilateral or multilateral development partners. We recognize South-South cooperation initiatives that are rooted in the principle of national ownership which are aimed at strengthening productive capacity as well as accelerating economic growth and sustainable development.

17. We welcome the commitments made by Africa and its development partners in the context of various important initiatives and partnerships in recent years, inter alia, the Africa Partnership Forum, the New Asian-African Strategic Partnership, the China-Africa Partnership, the European Union-Africa Strategic Partnership, the G8 Africa partnership, the Millennium Challenge Account, the Emergency Plan for AIDS Relief of the President of the United States of America, the Africa-Turkey Cooperation Summit, the Africa-South America Summit, the Tokyo International Conference on African Development, the comprehensive health-care initiative sponsored by the Government of Cuba, the Initiative for Africa's Development of

the Republic of Korea, the special technical assistance programme for Africa of Pakistan, the Viet Nam-Africa cooperation partnership and the India-Africa Forum.

18. We urge the United Nations system, international and regional financial institutions and other multilateral development partners to continue and strengthen support for African Governments in their efforts to implement national development strategies and programmes. We stress the need to strengthen the capacities and capabilities of the United Nations system in supporting Africa's development.

19. We stress the need for well-functioning national and international financial systems, which should have the capacity to help reduce uncertainty and support economic growth. We recognize the need to enhance the voice and participation of developing countries in policymaking in the areas of trade, money and finance.

20. We are concerned that Africa's share of international trade is only 2 per cent, and underline the important role that trade plays in promoting economic growth. We stress the need to promote Africa's international trade, including through regional integration and greater integration into the global economy and fulfilment of our commitment to a well-functioning, universal, rules-based, open, non-discriminatory and equitable multilateral trading system which promotes sustainable development. We commit to redouble our efforts towards the reinvigoration of the multilateral trade negotiations and to achieve a successful development-oriented outcome of the Doha Round of the World Trade Organization. We call for stronger national action and international support to build domestic productive competitive export supply capacities, as well as trade support, infrastructure and institutions for African countries.

21. We underline that development, peace and security and human rights are interlinked and mutually reinforcing. We stress that conflict prevention, resolution and management and post-conflict consolidation are essential for the achievement of the objectives of the special needs of Africa. We welcome the progress that the African Union and the subregional organizations have made in this regard, inter alia, through the strengthening of Africa's peace and security architecture.

22. We call for intensified efforts and a coordinated approach between national Governments, the African Union, subregional organizations, the United Nations system and partners with a view to achieving further progress towards the goal of a conflict-free Africa. We stress the importance of and pledge to support peace consolidation mechanisms and processes, including the Panel of the Wise, the African Union Post-Conflict Reconstruction and Development Framework, the early warning system and the operationalization of the African standby force. We also stress the importance of and pledge to support relevant United Nations bodies, inter alia, the Peacebuilding Commission. We welcome the intensification of the cooperation between the United Nations and the African Union on peace and security and underline the importance of the implementation of the 10-year capacity-building programme for the African Union. We call upon the international community to assist post-conflict countries in achieving a smooth transition from relief to development.

23. We recognize that Africa faces a number of serious challenges, including poverty, hunger, climate change, land degradation and desertification, rapid urbanization, lack of adequate water supplies and energy supply and HIV/AIDS, malaria, tuberculosis and other endemic diseases. We commend African countries

for their leadership in addressing those challenges and charting the way forward for the region in the context of the African Union as well as through national and subregional development plans and strategies.

24. We stress that climate change has serious implications for sustainable development. We express concern that Africa faces high risks from the negative effects of climate change, despite emitting the least greenhouse gases. We acknowledge that the global nature of climate change calls for the widest possible cooperation by all countries and their participation in an effective and appropriate international response, in accordance with their common but differentiated responsibilities and respective capabilities and their social and economic conditions. We reaffirm our support for the United Nations Framework Convention on Climate Change, and welcome the decisions adopted during the thirteenth Conference of the Parties, held in Bali, including the Bali Action Plan. We remain deeply concerned that all countries, in particular developing countries, including least developed countries, small island developing States and African countries, face increased risks from the negative effects of climate change, and stress the need to urgently address adaptation needs relating to such effects. In this context, we underline in particular the need for new and additional financial resources.

25. We are concerned about the consequences of the global food crisis on the achievement of the Millennium Development Goals, and in this regard we acknowledge the African Union's declaration on responding to the challenges of high fuel prices and agricultural development. We call for an integrated response by African countries and the international community, working in partnership to support integrated and sustainable agriculture and rural development approaches, and stress the importance of food security and strengthening the agricultural sector, as set out in, inter alia, the Comprehensive Africa Agriculture Development Programme of the New Partnership for Africa's Development. We call upon all donors and the United Nations system to increase their assistance to Africa, in particular least developed countries and those that are most negatively affected by high food prices.

26. We welcome Africa's commitment to the African Water Vision 2025, the Sirte Declaration on agriculture and water in Africa and the Sharm el-Sheikh commitments for accelerating the achievement of water and sanitation goals in Africa.

27. We recognize the challenges of inadequate infrastructure and industrialization in Africa and the need to substantively increase investment in all forms of infrastructure in accordance with the New Partnership for Africa's Development. We recognize the contribution that private capital can make towards the development of infrastructure.

28. We recognize the urgent need for large-scale investments in energy infrastructure, as outlined in the New Partnership for Africa's Development, and are committed to promoting renewable sources of energy, clean energy, energy efficiency and conservation.

29. We reaffirm the universal commitment to promoting gender equality and the empowerment of women, recognizing that they are key actors in development.

30. We resolve to increase our efforts to reduce maternal and child mortality and reaffirm the commitment to achieve universal access to reproductive health by 2015.

31. We note with concern that violence against women and children everywhere continues and often increases and resolve to ensure the strict universal adherence to international norms regarding violence against women and girls.

32. We express our grave concern at the negative effects on development, peace, security and human rights posed by transnational crime, including the smuggling of and trafficking in human beings.

33. We commit ourselves to safeguarding the principle of refugee protection and to upholding our responsibility in resolving the plight of refugees, including through support of efforts aimed at addressing the causes of refugee movement, bringing about the safe and sustainable return of those populations.

34. We recognize the Guiding Principles on Internal Displacement as an important international framework for the protection of internally displaced persons, and welcome the fact that an increasing number of States, United Nations agencies and regional and non-governmental organizations are applying them as a standard, and encourage all relevant actors to make use of the Guiding Principles when dealing with situations of internal displacement.

35. We recognize that HIV/AIDS, malaria, tuberculosis and other infectious diseases pose severe risks for the entire world and serious challenges to the achievement of development goals. In this regard, we welcome the commitment by African Governments and regional institutions to scale up their own responses in order to curb the devastating effects of those pandemics. We reaffirm our commitment to pursuing all necessary efforts to scale up support for nationally driven, sustainable and comprehensive responses in Africa to achieve broad multisectoral coverage for prevention, treatment, care and support, with the full and active participation of people living with HIV, vulnerable groups, most affected communities, civil society and the private sector, towards achieving the goal of universal access to comprehensive prevention programmes, treatment, care and support by 2010, in line with the 2006 Political Declaration on HIV/AIDS.

36. We renew our resolve to fulfil our commitments towards providing quality basic education and promoting literacy, using the full range of bilateral and multilateral instruments, including continued efforts to mobilize resources to meet the education needs of African countries. We emphasize the importance of expanded primary, secondary and higher education as well as vocational education and technical training, especially for girls and women.

37. We recognize that the way forward for meeting Africa's development needs requires coordinated, balanced and integrated actions at all levels for the full and timely achievement of the Millennium Development Goals and to comprehensively address all challenges to Africa's development. In this regard, we welcome the Secretary-General's initiative to hold a high-level event on the Millennium Development Goals on 25 September 2008.

38. This political declaration is adopted on 22 September 2008 on the occasion of the high-level meeting on "Africa's development needs: state of implementation of various commitments, challenges and the way forward". It seeks to reaffirm the commitment of all States to addressing the development needs on the African continent. In adopting this political declaration, Member States reaffirm their belief in a prosperous future for Africa in which core human values of dignity and peace are fully enshrined. In this context, Member States further confirm their adherence

to the spirit of cooperation that defines the United Nations system and that is based on a partnership among equals.

39. The high-level meeting has reviewed the implementation of all commitments made to and by Africa in order to comprehensively address the special development needs of the continent. All commitments to and by Africa should be effectively implemented and given appropriate follow-up by the international community and by Africa itself. We underscore the urgency of finding solutions to Africa's major challenges. In this regard, we request the Secretary-General to submit to the General Assembly at its sixty-fourth session a comprehensive report, with recommendations, on "Africa's development needs: state of implementation of various commitments, challenges and the way forward" with a view to the formulation, by the time of the sixty-fifth session of the General Assembly, of a mechanism to review the full and timely implementation of all commitments related to Africa's development, building on existing mechanisms, to ensure that Member States remain seized of the issue of addressing Africa's special development needs.

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Sixty-third session
Agenda item 52 (b)
Groups of countries in special situations: specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation

Draft resolution submitted by the President of the General Assembly

Outcome document of the Midterm Review of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries

The General Assembly,

Recalling its resolution 62/204 of 19 December 2007, in particular paragraph 11,

Adopts the following outcome document:

Outcome document of the Midterm Review of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries

We, the Ministers and heads of delegations participating in the high-level plenary meeting of the General Assembly on the Midterm Review of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries,[1] held in New York on 2 and 3 October 2008:

[1] Report of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28 and 29 August 2003 (A/CONF.202/3), annex II.

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Recalling the United Nations Millennium Declaration,[2] in which Heads of State and Government recognized the particular needs and problems of landlocked developing countries and urged both bilateral and multilateral donors to increase financial and technical assistance to this group of countries to meet their particular development needs and to help them to overcome the impediments of geography by improving their transit transport systems, and resolved to create an environment, at the national and global levels alike, that is conducive to development and to the eradication of poverty,

Reaffirming our commitment to urgently addressing the special development needs of and challenges faced by the landlocked developing countries through the full, timely and effective implementation of the Almaty Programme of Action, as called for in the 2005 World Summit Outcome,[3]

Also reaffirming that the Almaty Programme of Action constitutes a fundamental framework for genuine partnerships between landlocked and transit developing countries and their development partners at the national, bilateral, subregional, regional and global levels,

Recognizing that the primary responsibility for establishing effective transit systems rests with the landlocked and transit developing countries, which need to seek to create conditions in which resources can be generated, attracted and effectively mobilized to address their development challenges, but that their efforts need to be given continued international support by the development partners and international and regional organizations in a spirit of shared responsibility, including the role of South-South cooperation and triangular cooperation, also taking into account agreements of regional integration,

Also recognizing that the private sector is an important stakeholder, whose contribution to the development of infrastructure and productive capacity should be increased, including through public-private partnerships,

Further recognizing that cooperation between transit countries and landlocked developing countries results in better transit transport systems. This cooperation between landlocked developing countries and transit developing countries must be promoted on the basis of the mutual interest of both landlocked and transit developing countries,

Reaffirming the right of access of landlocked countries to and from the sea and freedom of transit through the territory of transit countries by all means of transport, in accordance with applicable rules of international law,

Also reaffirming that transit countries, in the exercise of their full sovereignty over their territory, have the right to take all measures necessary to ensure that the rights and facilities provided for landlocked countries in no way infringe upon their legitimate interests,

Expressing support to those landlocked developing countries that are emerging from conflict, with a view to enabling them to rehabilitate and reconstruct, as appropriate, political, social and economic infrastructure and assisting them in

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[2] See resolution 55/2.

[3] See resolution 60/1.

achieving their development priorities in accordance with the goals and targets of the Almaty Programme of Action,[2] as well as the Millennium Development Goals,

Taking note of the outcome documents of the Thematic Meeting on Transit Transport Infrastructure Development, held in Ouagadougou from 18 to 20 June 2007,[4] and of the Thematic Meeting on International Trade and Trade Facilitation, held in Ulaanbaatar on 30 and 31 August 2007,[5]

Also taking note of the regional review meeting for Asia and Europe, held in Bangkok on 22 and 23 April 2008, the regional review meeting for Africa, held in Addis Ababa from 18 to 20 June 2008, and the regional review meeting for Latin America, held in Buenos Aires on 30 June 2008, and their respective outcome documents,

1. *Reaffirm* the commitment made in the Almaty Programme of Action of addressing the special needs of the landlocked developing countries, taking into account the challenges confronted by their transit developing neighbours, through measures identified in the five priorities of the Almaty Programme of Action;

General assessment

2. *Acknowledge* that despite persisting problems, landlocked developing countries, as a group, have achieved some progress in their overall economic development and growth. They recorded increased growth rates of gross domestic product and foreign direct investment in the past five years; exports surged, particularly for oil and other mineral resources;

3. *Express concern* that the economic growth and social well-being of landlocked developing countries remain very vulnerable to external shocks as well as the multiple challenges the international community faces;

4. *Acknowledge* that landlocked and transit developing countries, with the support of their development partners, have registered some progress in implementing the specific actions agreed upon in the Almaty Programme of Action. Landlocked and transit developing countries in Africa, Asia, Europe and Latin America have strengthened their policy and governance reform efforts. Donor countries, financial and development institutions and international and regional organizations have paid greater attention to the establishment of efficient transit systems;

5. *Recognize* that, although the difficulties of being landlocked permeate every aspect of the development process and poverty eradication, their negative impact on external trade is particularly severe. While some progress, even though uneven, has been made, landlocked developing countries continue to be marginalized from international trade, thus preventing them from fully using trade as an instrument for achieving their development goals;

6. *Stress* that the higher cost of moving goods across borders for landlocked developing countries puts their products at a competitive disadvantage and discourages foreign investment, and that landlocked developing countries continue to face challenges in their efforts to establish efficient transit transport systems, such

[4] A/62/256 and Corr.1, annexes I and II.

[5] See A/C.2/62/4, annexes I and II.

as inadequate transport infrastructure, insufficient carrying capacity at ports, port and customs clearance delays, transit dependence, fees and obstacles owing to cumbersome customs procedures and other regulatory constraints, underdeveloped logistics sector, weak legal and institutional arrangements, as well as costly bank transactions. Also, in most cases, the transit neighbours of landlocked developing countries are themselves developing countries, often of broadly similar economic structure and beset by similar scarcities of resources. These challenges need to be urgently addressed through the acceleration of the implementation of the specific actions under each of the priorities laid out in the Almaty Programme of Action;

Fundamental transit policy issues

7. *Welcome* the efforts made by many landlocked and transit developing countries to reform their administrative, legal and macroeconomic policies on the basis of an integrated approach to trade and transport. Reform measures included the liberalization of transit and transport services, accession to relevant international conventions, the establishment of regional inter-modal transport corridors and the development of transparent streamlined and common rules and standards that have strengthened private and public sector dialogue to address the bottlenecks that exist at different segments of transit services. Continued efforts need to be made to ensure the effective implementation of those positive reforms and to ensure that transport strategies and programmes, particularly where they involve the regulation of transport operations or the construction of major new infrastructure, take full account of environmental aspects and development needs to ensure sustainable development at the local and global levels. The international community, including financial and development institutions and donor countries, should provide greater assistance to landlocked and transit developing countries in this regard;

8. *Recognize* the important role of regional cooperation and integration involving landlocked developing countries and their transit neighbours for the effective and integrated solution to cross-border trade and transit transport problems. In this context, we particularly welcome regional initiatives aimed at promoting the development of regional rail and road transit transport networks, such as the agreements on the Asian Highway and Trans-Asian Railway, the New Partnership for Africa's Development Short Term Action Plan on infrastructure, the Sub-Saharan Africa Transport Policy Programme, the Initiative for the Integration of Regional Infrastructure in South America, the Transport Corridor Europe-Caucasus-Asia, the Africa Infrastructure Country Diagnostic study for infrastructure development in Africa and the Infrastructure Consortium for Africa;

9. *Also recognize* that international conventions on transport and transit as well as the regional, subregional and bilateral agreements ratified by landlocked and transit developing countries are the main vehicles by which the harmonization, simplification and standardization of rules and documentation can be achieved. We encourage both landlocked developing countries and transit developing countries to effectively implement the provisions of those conventions and agreements;

Transit transport infrastructure development and maintenance

10. *Acknowledge* that, in spite of some improvement in the development of the transit transport infrastructure in landlocked developing countries, inadequate and deteriorating physical infrastructure in rail transport, road transport, ports,

inland waterways, pipelines, air transport and information and communications technology in many landlocked developing countries, along with few harmonized rules and procedures, little cross-border investment and private-sector participation, are the major obstacles to developing viable and predictable transit transport systems. Physical links of landlocked developing countries to the regional transport infrastructure network fall well short of expectations. Missing links are a major problem and need to be addressed urgently;

11. *Recognize* that the construction of transit transport infrastructure, especially the missing links to complete regional networks, and the improvement and maintenance of existing facilities play a key role in the process to achieve the internationally agreed development goals, including the Millennium Development Goals;

12. *Encourage* landlocked and transit developing countries to allocate a greater share of public investment to the development and maintenance of infrastructure supported by, as appropriate, financial assistance and investment from donors, international financial institutions and development assistance agencies. We note that private sector participation should also be encouraged in this regard;

13. *Emphasize* that the development and improvement of transit transport facilities and services should be integrated into the overall development strategies of the landlocked and transit developing countries and that donor countries should consequently take into account the requirements for the long-term restructuring of the economies of the landlocked developing countries;

International trade and trade facilitation

14. *Note* that some progress, although limited and uneven, has been achieved by landlocked developing countries in the area of international trade;

15. *Express concern* that the share of world merchandise trade of landlocked developing countries has remained small. Most landlocked developing countries are still dependent on the export of a limited number of commodities. Their continued marginalization from the international trading system prevents them from fully using trade as an instrument for achieving the Millennium Development Goals;

16. *Note with concern* that approximately one third of all landlocked developing countries are still outside the rules-based multilateral trading system. Therefore, we stress that the accession of landlocked and transit developing countries to the World Trade Organization should be further accelerated. In this respect, the accession process for landlocked and transit developing countries should take into account their individual level of development, including the special needs and problems caused by geographical disadvantage. The development partners should provide assistance in this matter;

17. *Recognize* that one of the main causes of the marginalization of landlocked developing countries from the international trading system is high trade transaction costs. Therefore, we stress the need for the current negotiations on market access for agricultural and non-agricultural goods to consider giving particular attention to products of special interest to landlocked developing countries;

18. *Reaffirm* that in accordance with the commitments contained in the Doha Ministerial Declaration, in particular paragraphs 13 and 16, and the rules of the World Trade Organization, current trade negotiations should give full attention to the needs and interests of developing countries, including landlocked and transit developing countries;

19. *Note* that ongoing World Trade Organization negotiations on trade facilitation, particularly on the relevant articles of the General Agreement on Tariffs and Trade, such as article V on freedom of transit, article VIII on fees and formalities, and article X on transparency, as per the modalities contained in annex D of the decision of the General Council of the World Trade Organization of 1 August 2004, are particularly important for landlocked developing countries to gain a more efficient flow of goods and services as well as the improved international competitiveness that result from lower transaction cost. In this context, technical assistance should be provided to developing countries, more in particular to landlocked developing countries;

20. *Recognize* that some progress has been reached on coordination of border crossings, infrastructure investment, facilities for the storing of merchandise, normative frameworks and other facilities that benefit both landlocked and transit developing countries;

21. *Acknowledge*, however, that a large number of bottlenecks related to trade facilitation persist in many landlocked and transit developing countries. Those bottlenecks need to be urgently addressed. They include: an excessive number of documentation required for export/import; multiplication of scheduled and unscheduled roadblocks; lack of adjacent border controls; unnecessary customs convoy; complicated and non-standardized procedures for customs clearance and inspection; insufficient application of information and communications technology; non-transparency of trade and customs laws, regulations and procedures; lack of institutional capacities and trained human resources; underdeveloped logistics services; lack of interoperability of transport systems and absence of competition in the transit transport services sector; slow progress in establishing or strengthening national trade and transport facilitation committees; and low level of adherence to international conventions on transit transport;

International support measures

22. *Acknowledge* the increase in development assistance and debt relief measures in favour of landlocked developing countries. However, we note that much of the official development assistance goes to emergency and food aid. The allocation of development assistance to transport, storage and communications has not changed over the past five years, whereas the need for increased financial support for the construction and maintenance of infrastructure remains valid and urgent. In spite of enhanced Heavily Indebted Poor Countries and Multilateral Debt Relief Initiatives, which have provided debt relief to several landlocked and transit developing countries, the debt burden remains high for many of those countries;

23. *Stress* the need to attract private investment, including foreign direct investment. Private sector participation through co-financing can play a catalytic role in this regard. We recall that notwithstanding the increase of flows of foreign direct investment, private sector involvement in infrastructure development still has a considerable potential;

24. *Acknowledge* the increased attention and resources devoted by the United Nations system and international organizations to the challenges facing landlocked and transit developing countries. We recognize with appreciation the progress made towards developing effective monitoring mechanisms to measure the progress in implementation of the Almaty Programme of Action.[2] We appreciate the work undertaken by the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States on a set of macroeconomic, trade and transport indicators, by the Economic and Social Commission for Asia and the Pacific on the time/cost methodology and the World Bank with its Logistics Performance Index and the Doing Business indicators that provide quantifiable data to measure the progress and emphasize that these efforts should be further pursued;

Future actions to accelerate the implementation of the Almaty Programme of Action

25. *Call upon* landlocked and transit developing countries to undertake the following measures to speed up the implementation of the Almaty Programme of Action:

(a) Promote the learning of lessons from existing regional infrastructure initiatives that aim to encourage integrated cross-border infrastructure investment;

(b) Further strengthen the legal framework governing transit transport operations, including through full and effective implementation of bilateral, subregional and regional agreements;

(c) Promote inter-railway cooperation with a view to facilitating the operation of through trains;

(d) Facilitate road transit operations by harmonizing road transit charges, vehicle dimensions, axle load limits and gross vehicle mass, third-party motor insurance schemes and contracts of carriage of goods by road;

(e) Effectively implement trade facilitation measures, including the implementation of regional customs transit schemes, the reduction/minimization of the number of trade and transport documents, the harmonization of working hours at national borders, the publication of transit formalities and fees and charges, inter-agency coordination of border controls services and the establishment of port communities and promotion of their effective operation;

(f) Consider the possibility of negotiating and granting duty-free zones at maritime ports, where this has not been done;

(g) Make efforts towards eliminating the practice of customs convoys. For this purpose, negotiate mutually beneficial arrangements to introduce a system of approved secure vehicles for transit operations and, where escort is warranted, arrange daily customs escorts;

(h) Take appropriate and effective measures to monitor control agents on road transport corridors in order to reduce roadblocks. In this context, the regional commissions should assist transit developing countries in addressing the issue of diversion of transit goods to domestic markets;

(i) Improve border infrastructure facilities and introduce one-window and a one-stop border system alongside with necessary capacity-building programmes;

(j) Make full use of available information and communications technology in order to enhance trade facilitation and to facilitate information sharing between and among transport and trade stakeholders;

(k) Widen and deepen public and private sector cooperation and collaboration and, in this context, expand platforms for public-private sector dialogue, such as trade and transport facilitation committees or corridor management committees;

(l) Mobilize adequate investment from all sources, including the private sector, for the development and maintenance of transport networks, as well as the construction of missing links;

(m) Where appropriate, use mutually beneficial public-private partnerships for securing additional financial resources and modern technological and management systems;

(n) Keep abreast of changing technologies and management systems which have an impact on trade and transport. In this context, the expansion of container capacity is urgent in many maritime ports;

(o) Consider designating a focal point who would be responsible for the implementation of the Almaty Programme of Action and its coordination at the national level;

26. *Welcome* the proposal to set up in Ulaanbaatar an international think tank to enhance the analytical capability of landlocked developing countries needed to maximize the efficiency of our coordinated efforts for the effective implementation of the internationally agreed provisions, particularly the Almaty Programme of Action and the Millennium Development Goals. For this purpose, we urge international organizations and donor countries to assist them in materializing this initiative;

27. *Call upon* donors and the multilateral, regional, financial and development institutions to provide landlocked and transit developing countries with appropriate, substantial and better coordinated technical and financial assistance, particularly in the form of grants or concessionary loans, for the implementation of the Almaty Programme of Action, in particular for the construction, maintenance and improvement of their transport, storage and other transit-related facilities, including alternative routes and improved communications, to promote subregional, regional and interregional projects and programmes;

28. *Also call upon* the development partners to effectively operationalize the Aid for Trade initiative so as to support trade facilitation measures and trade-related technical assistance, as well as the diversification of the export products through the development of small and medium-sized enterprises and private sector involvement in landlocked developing countries;

29. *Encourage* the international community to enhance efforts to facilitate access to and encourage the transfer of technologies related to transit transport systems, including information and communications technology;

30. *Also encourage* the further strengthening of South-South cooperation and triangular cooperation with the involvement of donors, as well as cooperation among subregional and regional organizations in support of landlocked and transit developing countries towards the full and effective implementation of the Almaty Programme of Action;

31. *Call upon* the relevant organizations of the United Nations system, the regional commissions, the United Nations Development Programme and the United Nations Conference on Trade and Development, and invite other international organizations, including the World Bank, the regional development banks, the World Customs Organization, the World Trade Organization, regional economic integration organizations and other relevant regional and subregional organizations, to further integrate the Almaty Programme of Action into their relevant programmes of work, taking into account the midterm review, and encourage them to continue, as appropriate, within their respective mandates, their support to the landlocked and transit developing countries, inter alia, through well-coordinated and coherent technical assistance programmes in transit transport and trade facilitation. In particular, we:

(a) Encourage the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States to continue to ensure coordinated follow-up and effective monitoring and reporting on the implementation of the Almaty Programme of Action, in line with General Assembly resolution 57/270 B, to step up its advocacy efforts to raise international awareness of the Almaty Programme of Action as well as mobilize resources; and to further develop cooperation with the United Nations System organizations in order to ensure the timely and effective implementation of the Almaty Programme of Action;

(b) Encourage the regional commissions to continue to strengthen their efforts to work with landlocked and transit developing countries in order to develop integrated regional transit transport systems, harmonize regulatory requirements and procedures for import/export and transit with international conventions and standards, promote inter-modal transport corridors, encourage access to and more effective implementation of international conventions on transit transport, and assist in the establishment of national trade and transport facilitation coordination mechanisms and in improving the planning and development of the missing links in regional infrastructure networks, especially in Africa;

(c) Encourage the United Nations Conference on Trade and Development to continue to strengthen its technical assistance in the areas of infrastructure and services, transit transport arrangements, electronic commerce and trade facilitation as well as trade negotiations with and accession to the World Trade Organization. The Division for Africa, Least Developed Countries and Special Programmes should, within its mandate, strengthen its analytical work and technical assistance to the landlocked developing countries. The United Nations Conference on Trade and Development should also develop pragmatic tools and investment guides, as well as identify best practices, to assist the landlocked developing countries in their efforts to attract a larger share of flows of foreign direct investment;

(d) Encourage the United Nations Development Programme to enhance its provision of trade-related technical assistance and capacity-building programmes to landlocked developing countries;

(e) Invite the World Trade Organization to continue to provide technical assistance to landlocked developing countries in order to enhance their negotiating capabilities;

(f) Invite the World Bank to continue to give priority to requests for technical assistance to supplement national and regional efforts to promote the efficient use of existing transit facilities, including the application of information technologies and the simplification of procedures and documents;

(g) Invite the World Customs Organization and other relevant international and regional organizations to continue to strengthen the provision of technical assistance and capacity-building programmes to landlocked and transit developing countries in the area of customs reform, simplification and harmonization of procedures, and enforcement and compliance.

32. *Invite* the General Assembly to consider, at the appropriate time, undertaking the final review of the implementation of the Almaty Programme of Action, in accordance with paragraph 49 thereof.

Recalling the United Nations Millennium Declaration,[2] in which Heads of State and Government recognized the particular needs and problems of landlocked developing countries and urged both bilateral and multilateral donors to increase financial and technical assistance to this group of countries to meet their particular development needs and to help them to overcome the impediments of geography by improving their transit transport systems, and resolved to create an environment, at the national and global levels alike, that is conducive to development and to the eradication of poverty,

Reaffirming our commitment to urgently addressing the special development needs of and challenges faced by the landlocked developing countries through the full, timely and effective implementation of the Almaty Programme of Action, as called for in the 2005 World Summit Outcome,[3]

Also reaffirming that the Almaty Programme of Action constitutes a fundamental framework for genuine partnerships between landlocked and transit developing countries and their development partners at the national, bilateral, subregional, regional and global levels,

Recognizing that the primary responsibility for establishing effective transit systems rests with the landlocked and transit developing countries, which need to seek to create conditions in which resources can be generated, attracted and effectively mobilized to address their development challenges, but that their efforts need to be given continued international support by the development partners and international and regional organizations in a spirit of shared responsibility, including the role of South-South cooperation and triangular cooperation, also taking into account agreements of regional integration,

Also recognizing that the private sector is an important stakeholder, whose contribution to the development of infrastructure and productive capacity should be increased, including through public-private partnerships,

Further recognizing that cooperation between transit countries and landlocked developing countries results in better transit transport systems. This cooperation between landlocked developing countries and transit developing countries must be promoted on the basis of the mutual interest of both landlocked and transit developing countries,

Reaffirming the right of access of landlocked countries to and from the sea and freedom of transit through the territory of transit countries by all means of transport, in accordance with applicable rules of international law,

Also reaffirming that transit countries, in the exercise of their full sovereignty over their territory, have the right to take all measures necessary to ensure that the rights and facilities provided for landlocked countries in no way infringe upon their legitimate interests,

Expressing support to those landlocked developing countries that are emerging from conflict, with a view to enabling them to rehabilitate and reconstruct, as appropriate, political, social and economic infrastructure and assisting them in

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[2] See resolution 55/2.

[3] See resolution 60/1.

achieving their development priorities in accordance with the goals and targets of the Almaty Programme of Action,[2] as well as the Millennium Development Goals,

Taking note of the outcome documents of the Thematic Meeting on Transit Transport Infrastructure Development, held in Ouagadougou from 18 to 20 June 2007,[4] and of the Thematic Meeting on International Trade and Trade Facilitation, held in Ulaanbaatar on 30 and 31 August 2007,[5]

Also taking note of the regional review meeting for Asia and Europe, held in Bangkok on 22 and 23 April 2008, the regional review meeting for Africa, held in Addis Ababa from 18 to 20 June 2008, and the regional review meeting for Latin America, held in Buenos Aires on 30 June 2008, and their respective outcome documents,

1. *Reaffirm* the commitment made in the Almaty Programme of Action of addressing the special needs of the landlocked developing countries, taking into account the challenges confronted by their transit developing neighbours, through measures identified in the five priorities of the Almaty Programme of Action;

General assessment

2. *Acknowledge* that despite persisting problems, landlocked developing countries, as a group, have achieved some progress in their overall economic development and growth. They recorded increased growth rates of gross domestic product and foreign direct investment in the past five years; exports surged, particularly for oil and other mineral resources;

3. *Express concern* that the economic growth and social well-being of landlocked developing countries remain very vulnerable to external shocks as well as the multiple challenges the international community faces;

4. *Acknowledge* that landlocked and transit developing countries, with the support of their development partners, have registered some progress in implementing the specific actions agreed upon in the Almaty Programme of Action. Landlocked and transit developing countries in Africa, Asia, Europe and Latin America have strengthened their policy and governance reform efforts. Donor countries, financial and development institutions and international and regional organizations have paid greater attention to the establishment of efficient transit systems;

5. *Recognize* that, although the difficulties of being landlocked permeate every aspect of the development process and poverty eradication, their negative impact on external trade is particularly severe. While some progress, even though uneven, has been made, landlocked developing countries continue to be marginalized from international trade, thus preventing them from fully using trade as an instrument for achieving their development goals;

6. *Stress* that the higher cost of moving goods across borders for landlocked developing countries puts their products at a competitive disadvantage and discourages foreign investment, and that landlocked developing countries continue to face challenges in their efforts to establish efficient transit transport systems, such

[4] A/62/256 and Corr.1, annexes I and II.

[5] See A/C.2/62/4, annexes I and II.

as inadequate transport infrastructure, insufficient carrying capacity at ports, port and customs clearance delays, transit dependence, fees and obstacles owing to cumbersome customs procedures and other regulatory constraints, underdeveloped logistics sector, weak legal and institutional arrangements, as well as costly bank transactions. Also, in most cases, the transit neighbours of landlocked developing countries are themselves developing countries, often of broadly similar economic structure and beset by similar scarcities of resources. These challenges need to be urgently addressed through the acceleration of the implementation of the specific actions under each of the priorities laid out in the Almaty Programme of Action;

Fundamental transit policy issues

7. *Welcome* the efforts made by many landlocked and transit developing countries to reform their administrative, legal and macroeconomic policies on the basis of an integrated approach to trade and transport. Reform measures included the liberalization of transit and transport services, accession to relevant international conventions, the establishment of regional inter-modal transport corridors and the development of transparent streamlined and common rules and standards that have strengthened private and public sector dialogue to address the bottlenecks that exist at different segments of transit services. Continued efforts need to be made to ensure the effective implementation of those positive reforms and to ensure that transport strategies and programmes, particularly where they involve the regulation of transport operations or the construction of major new infrastructure, take full account of environmental aspects and development needs to ensure sustainable development at the local and global levels. The international community, including financial and development institutions and donor countries, should provide greater assistance to landlocked and transit developing countries in this regard;

8. *Recognize* the important role of regional cooperation and integration involving landlocked developing countries and their transit neighbours for the effective and integrated solution to cross-border trade and transit transport problems. In this context, we particularly welcome regional initiatives aimed at promoting the development of regional rail and road transit transport networks, such as the agreements on the Asian Highway and Trans-Asian Railway, the New Partnership for Africa's Development Short Term Action Plan on infrastructure, the Sub-Saharan Africa Transport Policy Programme, the Initiative for the Integration of Regional Infrastructure in South America, the Transport Corridor Europe-Caucasus-Asia, the Africa Infrastructure Country Diagnostic study for infrastructure development in Africa and the Infrastructure Consortium for Africa;

9. *Also recognize* that international conventions on transport and transit as well as the regional, subregional and bilateral agreements ratified by landlocked and transit developing countries are the main vehicles by which the harmonization, simplification and standardization of rules and documentation can be achieved. We encourage both landlocked developing countries and transit developing countries to effectively implement the provisions of those conventions and agreements;

Transit transport infrastructure development and maintenance

10. *Acknowledge* that, in spite of some improvement in the development of the transit transport infrastructure in landlocked developing countries, inadequate and deteriorating physical infrastructure in rail transport, road transport, ports,

inland waterways, pipelines, air transport and information and communications technology in many landlocked developing countries, along with few harmonized rules and procedures, little cross-border investment and private-sector participation, are the major obstacles to developing viable and predictable transit transport systems. Physical links of landlocked developing countries to the regional transport infrastructure network fall well short of expectations. Missing links are a major problem and need to be addressed urgently;

11. *Recognize* that the construction of transit transport infrastructure, especially the missing links to complete regional networks, and the improvement and maintenance of existing facilities play a key role in the process to achieve the internationally agreed development goals, including the Millennium Development Goals;

12. *Encourage* landlocked and transit developing countries to allocate a greater share of public investment to the development and maintenance of infrastructure supported by, as appropriate, financial assistance and investment from donors, international financial institutions and development assistance agencies. We note that private sector participation should also be encouraged in this regard;

13. *Emphasize* that the development and improvement of transit transport facilities and services should be integrated into the overall development strategies of the landlocked and transit developing countries and that donor countries should consequently take into account the requirements for the long-term restructuring of the economies of the landlocked developing countries;

International trade and trade facilitation

14. *Note* that some progress, although limited and uneven, has been achieved by landlocked developing countries in the area of international trade;

15. *Express concern* that the share of world merchandise trade of landlocked developing countries has remained small. Most landlocked developing countries are still dependent on the export of a limited number of commodities. Their continued marginalization from the international trading system prevents them from fully using trade as an instrument for achieving the Millennium Development Goals;

16. *Note with concern* that approximately one third of all landlocked developing countries are still outside the rules-based multilateral trading system. Therefore, we stress that the accession of landlocked and transit developing countries to the World Trade Organization should be further accelerated. In this respect, the accession process for landlocked and transit developing countries should take into account their individual level of development, including the special needs and problems caused by geographical disadvantage. The development partners should provide assistance in this matter;

17. *Recognize* that one of the main causes of the marginalization of landlocked developing countries from the international trading system is high trade transaction costs. Therefore, we stress the need for the current negotiations on market access for agricultural and non-agricultural goods to consider giving particular attention to products of special interest to landlocked developing countries;

18. *Reaffirm* that in accordance with the commitments contained in the Doha Ministerial Declaration, in particular paragraphs 13 and 16, and the rules of the World Trade Organization, current trade negotiations should give full attention to the needs and interests of developing countries, including landlocked and transit developing countries;

19. *Note* that ongoing World Trade Organization negotiations on trade facilitation, particularly on the relevant articles of the General Agreement on Tariffs and Trade, such as article V on freedom of transit, article VIII on fees and formalities, and article X on transparency, as per the modalities contained in annex D of the decision of the General Council of the World Trade Organization of 1 August 2004, are particularly important for landlocked developing countries to gain a more efficient flow of goods and services as well as the improved international competitiveness that result from lower transaction cost. In this context, technical assistance should be provided to developing countries, more in particular to landlocked developing countries;

20. *Recognize* that some progress has been reached on coordination of border crossings, infrastructure investment, facilities for the storing of merchandise, normative frameworks and other facilities that benefit both landlocked and transit developing countries;

21. *Acknowledge*, however, that a large number of bottlenecks related to trade facilitation persist in many landlocked and transit developing countries. Those bottlenecks need to be urgently addressed. They include: an excessive number of documentation required for export/import; multiplication of scheduled and unscheduled roadblocks; lack of adjacent border controls; unnecessary customs convoy; complicated and non-standardized procedures for customs clearance and inspection; insufficient application of information and communications technology; non-transparency of trade and customs laws, regulations and procedures; lack of institutional capacities and trained human resources; underdeveloped logistics services; lack of interoperability of transport systems and absence of competition in the transit transport services sector; slow progress in establishing or strengthening national trade and transport facilitation committees; and low level of adherence to international conventions on transit transport;

International support measures

22. *Acknowledge* the increase in development assistance and debt relief measures in favour of landlocked developing countries. However, we note that much of the official development assistance goes to emergency and food aid. The allocation of development assistance to transport, storage and communications has not changed over the past five years, whereas the need for increased financial support for the construction and maintenance of infrastructure remains valid and urgent. In spite of enhanced Heavily Indebted Poor Countries and Multilateral Debt Relief Initiatives, which have provided debt relief to several landlocked and transit developing countries, the debt burden remains high for many of those countries;

23. *Stress* the need to attract private investment, including foreign direct investment. Private sector participation through co-financing can play a catalytic role in this regard. We recall that notwithstanding the increase of flows of foreign direct investment, private sector involvement in infrastructure development still has a considerable potential;

24. *Acknowledge* the increased attention and resources devoted by the United Nations system and international organizations to the challenges facing landlocked and transit developing countries. We recognize with appreciation the progress made towards developing effective monitoring mechanisms to measure the progress in implementation of the Almaty Programme of Action.[2] We appreciate the work undertaken by the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States on a set of macroeconomic, trade and transport indicators, by the Economic and Social Commission for Asia and the Pacific on the time/cost methodology and the World Bank with its Logistics Performance Index and the Doing Business indicators that provide quantifiable data to measure the progress and emphasize that these efforts should be further pursued;

Future actions to accelerate the implementation of the Almaty Programme of Action

25. *Call upon* landlocked and transit developing countries to undertake the following measures to speed up the implementation of the Almaty Programme of Action:

(a) Promote the learning of lessons from existing regional infrastructure initiatives that aim to encourage integrated cross-border infrastructure investment;

(b) Further strengthen the legal framework governing transit transport operations, including through full and effective implementation of bilateral, subregional and regional agreements;

(c) Promote inter-railway cooperation with a view to facilitating the operation of through trains;

(d) Facilitate road transit operations by harmonizing road transit charges, vehicle dimensions, axle load limits and gross vehicle mass, third-party motor insurance schemes and contracts of carriage of goods by road;

(e) Effectively implement trade facilitation measures, including the implementation of regional customs transit schemes, the reduction/minimization of the number of trade and transport documents, the harmonization of working hours at national borders, the publication of transit formalities and fees and charges, inter-agency coordination of border controls services and the establishment of port communities and promotion of their effective operation;

(f) Consider the possibility of negotiating and granting duty-free zones at maritime ports, where this has not been done;

(g) Make efforts towards eliminating the practice of customs convoys. For this purpose, negotiate mutually beneficial arrangements to introduce a system of approved secure vehicles for transit operations and, where escort is warranted, arrange daily customs escorts;

(h) Take appropriate and effective measures to monitor control agents on road transport corridors in order to reduce roadblocks. In this context, the regional commissions should assist transit developing countries in addressing the issue of diversion of transit goods to domestic markets;

(i) Improve border infrastructure facilities and introduce one-window and a one-stop border system alongside with necessary capacity-building programmes;

(j) Make full use of available information and communications technology in order to enhance trade facilitation and to facilitate information sharing between and among transport and trade stakeholders;

(k) Widen and deepen public and private sector cooperation and collaboration and, in this context, expand platforms for public-private sector dialogue, such as trade and transport facilitation committees or corridor management committees;

(l) Mobilize adequate investment from all sources, including the private sector, for the development and maintenance of transport networks, as well as the construction of missing links;

(m) Where appropriate, use mutually beneficial public-private partnerships for securing additional financial resources and modern technological and management systems;

(n) Keep abreast of changing technologies and management systems which have an impact on trade and transport. In this context, the expansion of container capacity is urgent in many maritime ports;

(o) Consider designating a focal point who would be responsible for the implementation of the Almaty Programme of Action and its coordination at the national level;

26. *Welcome* the proposal to set up in Ulaanbaatar an international think tank to enhance the analytical capability of landlocked developing countries needed to maximize the efficiency of our coordinated efforts for the effective implementation of the internationally agreed provisions, particularly the Almaty Programme of Action and the Millennium Development Goals. For this purpose, we urge international organizations and donor countries to assist them in materializing this initiative;

27. *Call upon* donors and the multilateral, regional, financial and development institutions to provide landlocked and transit developing countries with appropriate, substantial and better coordinated technical and financial assistance, particularly in the form of grants or concessionary loans, for the implementation of the Almaty Programme of Action, in particular for the construction, maintenance and improvement of their transport, storage and other transit-related facilities, including alternative routes and improved communications, to promote subregional, regional and interregional projects and programmes;

28. *Also call upon* the development partners to effectively operationalize the Aid for Trade initiative so as to support trade facilitation measures and trade-related technical assistance, as well as the diversification of the export products through the development of small and medium-sized enterprises and private sector involvement in landlocked developing countries;

29. *Encourage* the international community to enhance efforts to facilitate access to and encourage the transfer of technologies related to transit transport systems, including information and communications technology;

30. *Also encourage* the further strengthening of South-South cooperation and triangular cooperation with the involvement of donors, as well as cooperation among subregional and regional organizations in support of landlocked and transit developing countries towards the full and effective implementation of the Almaty Programme of Action;

31. *Call upon* the relevant organizations of the United Nations system, the regional commissions, the United Nations Development Programme and the United Nations Conference on Trade and Development, and invite other international organizations, including the World Bank, the regional development banks, the World Customs Organization, the World Trade Organization, regional economic integration organizations and other relevant regional and subregional organizations, to further integrate the Almaty Programme of Action into their relevant programmes of work, taking into account the midterm review, and encourage them to continue, as appropriate, within their respective mandates, their support to the landlocked and transit developing countries, inter alia, through well-coordinated and coherent technical assistance programmes in transit transport and trade facilitation. In particular, we:

(a) Encourage the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States to continue to ensure coordinated follow-up and effective monitoring and reporting on the implementation of the Almaty Programme of Action, in line with General Assembly resolution 57/270 B, to step up its advocacy efforts to raise international awareness of the Almaty Programme of Action as well as mobilize resources; and to further develop cooperation with the United Nations System organizations in order to ensure the timely and effective implementation of the Almaty Programme of Action;

(b) Encourage the regional commissions to continue to strengthen their efforts to work with landlocked and transit developing countries in order to develop integrated regional transit transport systems, harmonize regulatory requirements and procedures for import/export and transit with international conventions and standards, promote inter-modal transport corridors, encourage access to and more effective implementation of international conventions on transit transport, and assist in the establishment of national trade and transport facilitation coordination mechanisms and in improving the planning and development of the missing links in regional infrastructure networks, especially in Africa;

(c) Encourage the United Nations Conference on Trade and Development to continue to strengthen its technical assistance in the areas of infrastructure and services, transit transport arrangements, electronic commerce and trade facilitation as well as trade negotiations with and accession to the World Trade Organization. The Division for Africa, Least Developed Countries and Special Programmes should, within its mandate, strengthen its analytical work and technical assistance to the landlocked developing countries. The United Nations Conference on Trade and Development should also develop pragmatic tools and investment guides, as well as identify best practices, to assist the landlocked developing countries in their efforts to attract a larger share of flows of foreign direct investment;

(d) Encourage the United Nations Development Programme to enhance its provision of trade-related technical assistance and capacity-building programmes to landlocked developing countries;

(e) Invite the World Trade Organization to continue to provide technical assistance to landlocked developing countries in order to enhance their negotiating capabilities;

(f) Invite the World Bank to continue to give priority to requests for technical assistance to supplement national and regional efforts to promote the efficient use of existing transit facilities, including the application of information technologies and the simplification of procedures and documents;

(g) Invite the World Customs Organization and other relevant international and regional organizations to continue to strengthen the provision of technical assistance and capacity-building programmes to landlocked and transit developing countries in the area of customs reform, simplification and harmonization of procedures, and enforcement and compliance.

32. *Invite* the General Assembly to consider, at the appropriate time, undertaking the final review of the implementation of the Almaty Programme of Action, in accordance with paragraph 49 thereof.

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General Assembly

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Sixty-third session
Agenda item 19
Necessity of ending the economic, commercial and financial embargo imposed by the United States of America against Cuba

Cuba: draft resolution

Necessity of ending the economic, commercial and financial embargo imposed by the United States of America against Cuba

The General Assembly,

Determined to encourage strict compliance with the purposes and principles enshrined in the Charter of the United Nations,

Reaffirming, among other principles, the sovereign equality of States, non-intervention and non-interference in their internal affairs and freedom of international trade and navigation, which are also enshrined in many international legal instruments,

Recalling the statements of the Heads of State or Government at the Ibero-American Summits concerning the need to eliminate unilateral application of economic and trade measures by one State against another that affect the free flow of international trade,

Concerned at the continued promulgation and application by Member States of laws and regulations, such as that promulgated on 12 March 1996 known as the "Helms-Burton Act", the extraterritorial effects of which affect the sovereignty of other States, the legitimate interests of entities or persons under their jurisdiction and the freedom of trade and navigation,

Taking note of declarations and resolutions of different intergovernmental forums, bodies and Governments that express the rejection by the international community and public opinion of the promulgation and application of measures of the kind referred to above,

Recalling its resolutions 47/19 of 24 November 1992, 48/16 of 3 November 1993, 49/9 of 26 October 1994, 50/10 of 2 November 1995, 51/17 of 12 November 1996, 52/10 of 5 November 1997, 53/4 of 14 October 1998, 54/21 of 9 November 1999, 55/20 of 9 November 2000, 56/9 of 27 November 2001, 57/11 of

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12 November 2002, 58/7 of 4 November 2003, 59/11 of 28 October 2004, 60/12 of 8 November 2005, 61/11 of 8 November 2006 and 62/3 of 30 October 2007,

Concerned that, since the adoption of its resolutions 47/19, 48/16, 49/9, 50/10, 51/17, 52/10, 53/4, 54/21, 55/20, 56/9, 57/11, 58/7, 59/11, 60/12, 61/11 and 62/3, further measures of that nature aimed at strengthening and extending the economic, commercial and financial embargo against Cuba continue to be promulgated and applied, and concerned also at the adverse effects of such measures on the Cuban people and on Cuban nationals living in other countries,

1. *Takes note* of the report of the Secretary-General on the implementation of resolution 62/3;[1]

2. *Reiterates its call upon* all States to refrain from promulgating and applying laws and measures of the kind referred to in the preamble to the present resolution, in conformity with their obligations under the Charter of the United Nations and international law, which, inter alia, reaffirm the freedom of trade and navigation;

3. *Once again urges* States that have and continue to apply such laws and measures to take the necessary steps to repeal or invalidate them as soon as possible in accordance with their legal regime;

4. *Requests* the Secretary-General, in consultation with the appropriate organs and agencies of the United Nations system, to prepare a report on the implementation of the present resolution in the light of the purposes and principles of the Charter and international law and to submit it to the General Assembly at its sixty-fourth session;

5. *Decides* to include in the provisional agenda of its sixty-fourth session the item entitled "Necessity of ending the economic, commercial and financial embargo imposed by the United States of America against Cuba".

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[1] A/63/93.

United Nations

A/63/L.5

General Assembly

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Sixty-third session
Agenda item 108
Follow-up to the commemoration of the two-hundredth anniversary of the abolition of the transatlantic slave trade

Antigua and Barbuda, Argentina, Australia, Austria, Bahamas, Barbados, Belize, Brazil, Chile, Costa Rica, Cuba, Denmark, Dominica, Grenada, Guatemala, Guyana, Haiti, Hungary, Iceland, India, Ireland, Israel, Italy, Jamaica, Kenya,* Kuwait, Luxembourg, Netherlands, Nicaragua, Norway, Panama, Paraguay, Portugal, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Singapore, Slovakia, Spain, Sri Lanka, Suriname, Trinidad and Tobago and Venezuela (Bolivarian Republic of): draft resolution

Permanent memorial to and remembrance of the victims of slavery and the transatlantic slave trade

The General Assembly,

Recalling its resolution 61/19 of 28 November 2006, entitled "Commemoration of the two-hundredth anniversary of the abolition of the transatlantic slave trade", and resolution 62/122 of 17 December 2007, entitled "Permanent memorial to and remembrance of the victims of slavery and the transatlantic slave trade",

Recalling also the designation of 25 March as the annual International Day of Remembrance of the Victims of Slavery and the Transatlantic Slave Trade, beginning in 2008, as a complement to the existing International Day for the Remembrance of the Slave Trade and its Abolition of the United Nations Educational, Scientific and Cultural Organization,

Noting the initiatives undertaken by States in reaffirming their commitment to implement paragraphs 101 and 102 of the Durban Declaration of the World Conference against Racism, Racial Discrimination, Xenophobia and Related Intolerance aimed at countering the legacy of slavery and contributing to the restoration of the dignity of the victims of slavery and the slave trade,[1]

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* On behalf of the States Members of the United Nations that are members of the Group of African States.

[1] See A/CONF.189/12 and Corr.1, chap. I.

08-55387 (E) 171008

Stressing the importance of educating and informing future generations about the causes, consequences and lessons of the transatlantic slave trade and slavery,

Recognizing how little is known about the four-hundred-year-long transatlantic slave trade and its lasting consequences, felt throughout the world, and welcoming the increased attention that the General Assembly commemoration brought to the issue, including the raising of its profile in many States,

Recalling in particular paragraph 101 of the Durban Declaration which, inter alia, invited the international community and its members to honour the memory of the victims,

1. *Welcomes* the initiative of the States members of the Caribbean Community to erect, at a place of prominence at United Nations Headquarters that is easily accessible to delegates, United Nations staff and visitors, a permanent memorial in acknowledgement of the tragedy and in consideration of the legacy of slavery and the transatlantic slave trade;

2. *Welcomes also* the establishment of a committee of interested States to oversee the permanent memorial project, drawn from all geographical regions of the world, with Member States from the Caribbean Community and the African Union playing a primary role, in collaboration with the United Nations Educational, Scientific and Cultural Organization, representatives of the Secretariat, the Schomburg Center for Research in Black Culture of the New York Public Library and civil society;

3. *Notes* that the committee will oversee the voluntary fund established for the erection of the permanent memorial to the victims of the transatlantic slave trade and slavery;

4. *Expresses* sincere appreciation to those Member States which have already made contributions to the fund, and invites Member States and other interested parties that have not done so to do likewise;

5. *Also expresses* appreciation to the Secretary-General, the Secretariat and members of the committee, for their invaluable support, technical advice and assistance towards the implementation of the project;

6. *Reiterates* its request contained in resolution 61/19 of 28 November 2006 for Member States that have not already done so to develop educational programmes, including through school curricula, designed to educate and inculcate in future generations an understanding of the lessons, history and consequences of slavery and the slave trade;

7. *Takes note with appreciation* of the report of the Secretary-General[2] on the programme of outreach on the transatlantic slave trade and slavery, which highlights developments relating to a diverse educational outreach strategy to increase awareness of and to educate future generations about the causes, consequences, lessons and legacy of the four-hundred-year-long slave trade and to communicate the dangers of racism and prejudice, and encourages continued action in this regard;

[2] A/63/213.

8. *Requests* the Secretary-General to report to the General Assembly at its sixty-fourth session on continued action to implement the programme of educational outreach, including action by Member States;

9. *Decides* to include in the provisional agenda of its sixty-fourth session an item entitled "Follow-up to the commemoration of the two-hundredth anniversary of the abolition of the transatlantic slave trade".

United Nations A/63/L.5/Add.1

General Assembly

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Sixty-third session
Agenda item 108
Follow-up to the commemoration of the two-hundredth anniversary of the abolition of the transatlantic slave trade

Antigua and Barbuda, Argentina, Australia, Austria, Bahamas, Barbados, Belize, Brazil, Chile, Costa Rica, Cuba, Denmark, Dominica, Grenada, Guatemala, Guyana, Haiti, Hungary, Iceland, India, Ireland, Israel, Italy, Jamaica, Kenya,* Kuwait, Luxembourg, Netherlands, Nicaragua, Norway, Panama, Paraguay, Portugal, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Singapore, Slovakia, Spain, Sri Lanka, Suriname, Trinidad and Tobago and Venezuela (Bolivarian Republic of): draft resolution

Permanent memorial to and remembrance of the victims of slavery and the transatlantic slave trade

Addendum

Add the following countries to the list of sponsors of the draft resolution:

Belgium, Bolivia, Bulgaria, China, Colombia, Croatia, Fiji, Finland, France, Greece, Honduras, Iraq, Japan, Liechtenstein, Micronesia (Federated States of), Monaco, New Zealand, Papua New Guinea, Russian Federation, Samoa, Serbia, Slovenia, Thailand, the former Yugoslav Republic of Macedonia, Turkey, United States of America and Uruguay

* On behalf of the States Members of the United Nations that are members of the Group of African States.

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General Assembly

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Sixty-third session
Agenda item 80
Report of the International Atomic Energy Agency

Algeria, Argentina, Austria, Belarus, Belgium, Chile, Croatia, Cyprus, Czech Republic, Finland, France, Germany, Greece, Guatemala, Hungary, Italy, Kuwait, Lithuania, Malaysia, Poland, Portugal, Slovakia, the former Yugoslav Republic of Macedonia, Ukraine and United States of America: draft resolution

Report of the International Atomic Energy Agency

The General Assembly,

Having received the report of the International Atomic Energy Agency (IAEA) for 2007,[1]

Taking note of the statement by the Director General of the IAEA,[2] in which he provided additional information on the main developments in the activities of the IAEA during 2008,

Recognizing the importance of the work of the IAEA,

Recognizing also the cooperation between the United Nations and the IAEA and the Agreement governing the relationship between the United Nations and the IAEA as approved by the General Conference of the IAEA on 23 October 1957 and by the General Assembly in the annex to its resolution 1145 (XII) of 14 November 1957,

1. *Takes note with appreciation* of the report of the IAEA;[1]

2. *Takes note* of resolutions GC(52)/RES/9A on measures to strengthen international cooperation in nuclear, radiation, transport and waste safety and GC(52)/RES/9B on transport safety; GC(52)/RES/10 on progress on measures to protect against nuclear and radiological terrorism; GC(52)/RES/11 on strengthening the Agency's technical cooperation activities; GC(52)/RES/12 on strengthening the Agency's activities related to nuclear science, technology and applications, comprising GC(52)/RES/12A on non-power nuclear applications, GC(52)/RES/12B

[1] International Atomic Energy Agency, *The Annual Report for 2007* (GC(52)/9); transmitted to the members of the General Assembly by a note by the Secretary-General (A/63/276).

[2] See *Official Records of the General Assembly, Sixty-third Session, Plenary Meetings*, ___ meeting (A/63/PV.___).

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on nuclear power applications and GC(52)RES/12C on nuclear knowledge; GC(52)/RES/13 on strengthening the effectiveness and improving the efficiency of the safeguards system and application of the Model Additional Protocol; GC(52)/RES/14 on the implementation of the NPT safeguards Agreement between the Agency and the Democratic People's Republic of Korea; GC(52)/RES/15 on the application of IAEA safeguards in the Middle East; and decisions GC(52)/DEC/9, on the amendment to article XIV.A of the Statute and GC(52)/DEC/10 on cooperation agreements with intergovernmental organizations, adopted by the General Conference of the IAEA at its fifty-second regular session, held from 29 September to 4 October 2008;[3]

3. *Reaffirms its strong support* for the indispensable role of the IAEA in encouraging and assisting the development and practical application of atomic energy for peaceful uses, in technology transfer to developing countries and in nuclear safety, verification and security;

4. *Appeals* to Member States to continue to support the activities of the IAEA;

5. *Requests* the Secretary-General to transmit to the Director General of the Agency the records of the sixty-third session of the General Assembly relating to the activities of the IAEA.

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[3] See International Atomic Energy Agency, *Resolutions and Other Decisions of the General Conference, Fifty-second Regular Session, 29 September-4 October 2008* (GC(52)/RES/DEC(2008)).

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Agenda item 80
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Report of the International Atomic Energy Agency

Addendum

Add the following countries to the list of sponsors of the draft resolution:

Albania, Angola, Armenia, Australia, Belize, Bosnia and Herzegovina, Brazil, Bulgaria, Canada, Colombia, Costa Rica, Dominican Republic, Ecuador, Egypt, Estonia, Ethiopia, India, Iraq, Ireland, Japan, Kazakhstan, Latvia, Liechtenstein, Malta, Monaco, Montenegro, New Zealand, Nigeria, Panama, Peru, Republic of Korea, Republic of Moldova, Romania, Russian Federation, Serbia, Singapore, Slovenia, Spain, Switzerland, Turkey and United Kingdom of Great Britain and Northern Ireland

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2. *Recognizes* the continuing efforts of the Asian-African Legal Consultative Organization towards strengthening the role and function of the United Nations and its various organs in enhancing the rule of law and wider adherence to related international instruments;

3. *Notes with satisfaction* the commendable progress achieved towards enhancing cooperation between the United Nations, its agencies, other international organizations and the Consultative Organization;

4. *Notes with appreciation* the work of the Consultative Organization aimed at strengthening the efforts of the United Nations in respect of issues such as combating corruption, international terrorism and trafficking in women and children, as well as human rights issues;

5. *Also notes with appreciation* the initiative and efforts the Consultative Organization has undertaken to promote the objectives and principles set out in the United Nations Millennium Declaration,[2] including wider acceptance of treaties deposited with the Secretary-General;

6. *Recommends* that, with a view to promoting close interaction between the Consultative Organization and the Sixth Committee, the consideration of the sub-item entitled "Cooperation between the United Nations and the Asian-African Legal Consultative Organization" should be scheduled to coincide with the deliberations of the Committee on the work of the International Law Commission;

7. *Requests* the Secretary-General to submit to the General Assembly at its sixty-fifth session a report on cooperation between the United Nations and the Consultative Organization;

8. *Decides* to include in the provisional agenda of its sixty-fifth session the sub-item entitled "Cooperation between the United Nations and the Asian-African Legal Consultative Organization".

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[2] See resolution 55/2.

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Agenda item 107
Follow-up to the outcome of the Millennium Summit

Armenia, Australia, Austria, Belgium, Bulgaria, Canada, Chile, Cyprus, Czech Republic, Denmark, Estonia, Fiji, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Kiribati, Latvia, Lithuania, Luxembourg, Maldives, Malta, Marshall Islands, Mauritania, Micronesia (Federated States of), Monaco, Nauru, Netherlands, New Zealand, Palau, Papua New Guinea, Philippines, Poland, Portugal, Romania, Samoa, Seychelles, Slovakia, Slovenia, Solomon Islands, Spain, Sweden, Tonga, Turkey, Tuvalu, United Kingdom of Great Britain and Northern Ireland and Vanuatu: draft resolution

Security and climate change

The General Assembly,

Recalling Article 1, paragraph 1, of the Charter of the United Nations, which recognizes that a primary purpose of the United Nations is to maintain international peace and security,

Recognizing that under Article 24 of the Charter, the Security Council is charged with primary responsibility for the maintenance of international peace and security,

Also recognizing that under Article 39 of the Charter, the Security Council shall determine the existence of any threat to the peace and shall make recommendations, or decide what measures shall be taken to maintain or restore international peace and security,

Bearing in mind that the General Assembly, under Article 11, paragraph 3, of the Charter, may call the attention of the Security Council to situations which are likely to endanger international peace and security,

Also bearing in mind that the Security Council remains seized of the matter of climate change in terms of its implications for international peace and security since its thematic debate, "Energy, security and climate change", held in April 2007,

Recognizing the responsibilities of the General Assembly, the Economic and Social Council and relevant subsidiary bodies for sustainable development issues, including energy and climate change,

08-57182 (E) 281008

Noting the goals and objectives of the United Nations Framework Convention on Climate Change,[1]

Deeply concerned that the adverse impacts of climate change, including sea-level rise, trigger population relocation and threaten the territorial integrity and sovereignty of some States, thus endangering international peace and security,

1. *Invites* the Security Council to continue to consider and address, as appropriate, the threat posed by climate change to international peace and security;

2. *Requests* the Secretary-General to report to the General Assembly at its sixty-third session on the international peace and security implications of climate change;

3. *Invites* the Security Council to update the General Assembly on its work, and any actions taken, in this regard.

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[1] United Nations, *Treaty Series*, vol. 1771, No. 30822.

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Sixty-third session
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Armenia, Australia, Austria, Belgium, Bulgaria, Canada, Chile, Cyprus, Czech Republic, Denmark, Estonia, Fiji, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Kiribati, Latvia, Lithuania, Luxembourg, Maldives, Malta, Marshall Islands, Micronesia (Federated States of), Monaco, Nauru, Netherlands, New Zealand, Palau, Papua New Guinea, Philippines, Poland, Portugal, Romania, Samoa, Seychelles, Slovakia, Slovenia, Solomon Islands, Spain, Sweden, Tonga, Turkey, Tuvalu, United Kingdom of Great Britain and Northern Ireland and Vanuatu: draft resolution

Security and climate change

The General Assembly,

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Recognizing that under Article 24 of the Charter, the Security Council is charged with primary responsibility for the maintenance of international peace and security,

Also recognizing that under Article 39 of the Charter, the Security Council shall determine the existence of any threat to the peace and shall make recommendations, or decide what measures shall be taken to maintain or restore international peace and security,

Bearing in mind that the General Assembly, under Article 11, paragraph 3, of the Charter, may call the attention of the Security Council to situations which are likely to endanger international peace and security,

Also bearing in mind that the Security Council remains seized of the matter of climate change in terms of its implications for international peace and security since its thematic debate, "Energy, security and climate change", held in April 2007,

* Reissued for technical reasons.

08-57182* (E) 291008

Recognizing the responsibilities of the General Assembly, the Economic and Social Council and relevant subsidiary bodies for sustainable development issues, including energy and climate change,

Noting the goals and objectives of the United Nations Framework Convention on Climate Change,[1]

Deeply concerned that the adverse impacts of climate change, including sea-level rise, trigger population relocation and threaten the territorial integrity and sovereignty of some States, thus endangering international peace and security,

1. *Invites* the Security Council to continue to consider and address, as appropriate, the threat posed by climate change to international peace and security;

2. *Requests* the Secretary-General to report to the General Assembly at its sixty-third session on the international peace and security implications of climate change;

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[1] United Nations, *Treaty Series*, vol. 1771, No. 30822.